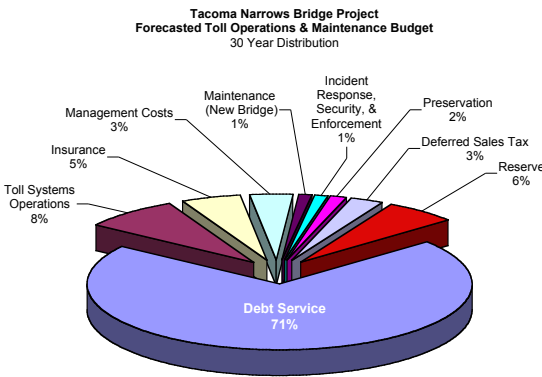


Preliminary Toll Revenues  
Schedule

In 2002, the State Legislature passed legislation that allowed WSDOT the flexibility to fund public-private-initiative projects with state financed bonds. Building the new Tacoma Narrows Bridge and renovating the existing bridge was one of those projects. The legislation also gave the Transportation Commission toll setting authority, and required that the Governor appoint a nine-member Citizen Advisory Committee to recommend toll practices and fares to the Commission.

The Legislature appropriated \$849 million for the Tacoma Narrows Bridge Project, which included \$800 million in proceeds from the sale of bonds. This legislation stipulated that tolls go toward the payment of project development, financing, right-of-way acquisition, design and construction, maintenance and administration, and toll operations and collection. Current legislation also requires that once the bonds are repaid, the tolls be removed.

The toll revenue projections shown to the right are current estimates, and may change as new information becomes available. Estimated gross toll revenue is based on studies completed in 2000 and updated in 2002.



SR 16 Tacoma Narrows Bridge  
Toll Information

Preliminary Toll Revenue Projections  
Fiscal Year (July–June) Estimated in Millions of Dollars

Estimated Transactions, Revenue, and Expenditures					
Year	Transactions	Toll <sup>2</sup>	Revenue <sup>3,4</sup>	Bond Repayment <sup>5</sup>	Expenses <sup>6</sup>
2007 <sup>1</sup>	3,700,333	\$3.00	\$11.10	\$1.55	\$7.30
2008	14,905,667	\$3.00	\$45.55	\$29.75	\$12.88
2009	15,175,500	\$3.00	\$47.21	\$31.01	\$13.26
2010	15,368,905	\$4.00	\$55.80	\$38.77	\$13.52
2011	15,595,405	\$4.00	\$64.69	\$46.64	\$13.98
2012	15,998,000	\$4.00	\$66.36	\$44.96	\$17.41
2013	16,167,000	\$5.00	\$75.42	\$50.30	\$20.73
2014	16,344,000	\$5.00	\$84.74	\$58.50	\$21.22
2015	16,772,775	\$5.00	\$86.96	\$58.28	\$23.66
2016	16,956,775	\$6.00	\$96.70	\$65.36	\$25.77
2017	17,097,500	\$6.00	\$106.39	\$74.68	\$25.57
2018	17,448,000	\$6.00	\$108.57	\$77.31	\$24.76
2019	17,806,000	\$6.00	\$110.80	\$79.65	\$24.46
2020	18,172,030	\$6.00	\$113.07	\$81.51	\$24.71
2021	18,528,466	\$6.00	\$115.29	\$82.63	\$25.69
2022	18,845,605	\$6.00	\$117.26	\$86.00	\$24.02
2023	19,138,573	\$6.00	\$119.09	\$88.22	\$23.52
2024	19,435,046	\$6.00	\$120.93	\$88.84	\$23.84
2025	19,736,027	\$6.00	\$122.80	\$91.46	\$23.58
2026	20,047,024	\$6.00	\$124.74	\$90.46	\$26.61
2027	20,317,456	\$6.00	\$126.42	\$89.83	\$28.74
2028	20,540,813	\$6.00	\$127.81	\$91.43	\$28.29
2029	20,766,173	\$6.00	\$129.21	\$93.22	\$27.86
2030	20,994,037	\$6.00	\$130.62	\$92.20	\$30.33

<sup>1</sup>Assumes toll collection April 2007 through June 2008. Fiscal year 2008 begins July 2007.  
<sup>2</sup>Passenger car toll rates are shown. Higher rates may be charged to trucks after 2007.  
<sup>3</sup>Revenue estimates for 2007 assume all vehicles pay a round trip toll of \$3.00 collected eastbound only; subsequent to 2007, higher tolls may be charged to larger vehicles.  
<sup>4</sup>Any toll revenue collected in excess of expenses and bond repayment requirements will be held and applied toward future repayments.  
<sup>5</sup>Bond Repayment is based on total bond sales of \$723.6 million and repayment of \$1.6 billion (with interest).  
<sup>6</sup>Expenses include toll systems operations and management, facilities security, toll payment enforcement, insurance, maintenance and preservation of the new span, as well as payment of deferred sales taxes on the total construction value of the new span.



Photo visualizations courtesy of Tacoma Narrows Constructors.



TOLL TIDBITS

**Tolls used before**  
The new Tacoma Narrows Bridge is the 15th state highway bridge to be funded with tolls.

**But what is a first....**  
For the first time in this state, drivers will be able to pay tolls electronically.

**Compare TNB tolls**  
In 1940, drivers initially paid a round trip toll of \$1.10 to cross the first Tacoma Narrows Bridge. That \$1.10 now equates to \$14.89.

In 1950, drivers again initially paid a round trip toll of \$1.10 to cross the second Tacoma Narrows Bridge. Today, that \$1.10 equates to \$8.64.

In 2007, drivers will initially pay a round trip toll (collected in the eastbound direction only) of \$3.00 to cross the third Tacoma Narrows Bridge. The toll is expected to gradually increase to \$6.00.

**A bridge, and what else?**  
Today's tolls will pay for much more than just a bridge. You are also buying:

- HOV lanes in each direction
- Separated opposing traffic
- Barrier-separated bike/pedestrian path
- Full-width lanes and shoulders
- New ramp interchanges
- New overpass
- New toll and maintenance facilities
- Improved and relocated Living War Memorial Park
- Improved Narrows Park ("official bridge viewing site")
- Towers and caissons built for future second deck
- Option for flexible traffic configurations across both bridges

Tolls and the  
New Tacoma Narrows Bridge

NEW PARALLEL BRIDGE OPENS AND TOLLS COMMENCE: Spring 2007  
1950 BRIDGE RENOVATIONS COMPLETE: Spring 2008

In the two years since the Washington State Department of Transportation began constructing the new Tacoma Narrows Bridge, the overall project is over half complete. The \$849 million project consists of constructing a new suspension bridge, toll plaza and operations buildings, improving 2.4 miles of State Route 16 roadway, seismically reinforcing and resurfacing the parallel bridge built in 1950, and installing a toll collection system. Tolls will commence when the new bridge opens to traffic in spring 2007, and the entire project is scheduled to finish in spring 2008.

About \$800 million in tax-exempt bond financing supports the construction of the new bridge and improvements to the 1950 bridge, with the state contributing an additional \$49 million to help pay for project costs. Bonds will also finance long-term operations and maintenance. As a result of this bond financing, tolls will be reintroduced to western Washington motorists for the first time since 1985, when tolls were removed from the Hood Canal Bridge. Travelers will be charged an initial \$3 toll to be collected in the eastbound direction only. More than \$100,000 in toll fees will be collected daily, totaling more than \$45 million collected each year. Once the debt service to finance construction of the new bridge and renovate the existing bridge is paid, tolls will be removed.

Bridge at a Glance

**Project Scope:**  
3.4 miles of roadway (includes 1-mile-long bridge)

**Boundaries:**  
Jackson Avenue NW (Tacoma) to just west of new 36th Street NW (Gig Harbor)

**Start Date:**  
Broke Ground October 2002

**New Bridge Opens/Tolls Collected:**  
Spring 2007

**1950 Bridge Retrofit Completed:**  
Spring 2008

**Owner:**  
Washington State Department of Transportation

**Bridge Contractor:** Tacoma Narrows Constructors (Joint Venture: Bechtel and Kiewit)

**Tolls Operator:** TransCore

**Initial Toll:** \$3 round trip (per vehicle) collected eastbound direction only

**WSDOT Tacoma Narrows Bridge Office**  
3214 50th Street Court NW, Suite 302  
Gig Harbor, WA 98335  
Phone: 1-877-7NARROW or (253) 534-4640

David Pope, Toll Systems Manager, (253) 534-4673  
Lloyd Brown, Communications Manager, (360) 357-2789

**TransCore**  
19111 Dallas Parkway, Suite 300  
Dallas, TX 75287  
Phone: 1-972-733-6056

Barb Catlin, Media Relations Manager

For more information about the bridge project, visit the TNB web site: [www.tacomannarrowsbridge.com](http://www.tacomannarrowsbridge.com)



# TOLLS OPERATIONS TIMELINE

## 2004

- June:**

The Washington State Legislature passed legislation to allow for electronic toll collection and toll enforcement.
- June:**

Began design of electronic tolling preliminary hardware/software.
- Began coordination with other state agencies to provide toll support services such as security, incident response, and enforcement.

## 2005

- March:**

Approve final electronic toll system design.
- June:**

Update Traffic and Revenue Study.
- November:**

Test electronic toll collection system.
- Winter:**

Install toll system at Tacoma Narrows Bridge.

## 2006

- Spring:**

Governor to appoint Citizen Advisory Committee.
- April:**

Begin marketing program and open customer service centers.
- May:**

Citizen Advisory Committee gives Transportation Commission recommendations on toll rates.
- August:**

Transportation Commission sets toll rates.
- Winter:**

Earliest time frame toll collection could begin, based on bridge completion.

## 2007

- Spring:**

Latest time frame toll collection could begin, based on bridge completion.

## How Tolls Will Be Collected

A sophisticated toll collection system will allow drivers to pay electronically or manually.

Once toll collection begins, all vehicles crossing the new Tacoma Narrows Bridge on eastbound SR 16 will pay a toll. The illustration to the right shows how the toll plaza area will be configured. Bridge customers will be able to choose whether to pay tolls electronically or manually, and this choice will determine which lanes they will use. The three eastbound State Route 16 lanes (called “express toll lanes” near the toll plaza) that run adjacent to the toll plaza will be limited to drivers paying tolls electronically.



## Electronic Toll Collection (ETC)

Bridge customers who pay tolls electronically will have the benefit of maintaining highway speeds on eastbound SR 16 by bypassing the toll booth area and staying on the highway lanes (called “express toll lanes” near the toll plaza). Their toll will be automatically deducted from a previously created account.



A small transponder, placed in the windshield of your vehicle, will allow you to stay in the SR 16 “express toll lanes” and pay tolls electronically.

This is how it will work. Bridge customers opting to pay tolls electronically will get a “transponder,” a device about the size of a credit card, to place in the windshield of their vehicle. At the same time, they will create an account. When their vehicle approaches the toll plaza area, electronic toll customers will stay in the eastbound SR 16 “express toll lanes” and antennas located directly above the lanes will automatically read the account number assigned to the transponder.

Computers will then automatically deduct the toll from the corresponding account. Drivers with transponders may also choose to drive through any of the toll plaza booths without stopping (of course at slower speeds!), and antennas at each booth will read the transponder account numbers the same way. Several months before tolling begins, service centers will be established to distribute transponders and create customer accounts.

Once tolling begins, drivers will quickly realize the benefits of electronic toll collection. Those benefits will include:

- staying in the “express toll lanes,” thus maintaining faster speeds;
- avoiding the need for cash on hand;
- receiving regular account statements of each transaction;
- opting to have more than one transponder per account. Drivers with multiple vehicles may choose to have a transponder for each vehicle;



This photo shows antennas that automatically read windshield-mounted transponders. The WSDOT system will use similar antennas, allowing motorists to pay electronically and remain in the SR 16 “express toll lanes” and bypass the toll plaza.



This signage, located in Orange County, California, lets drivers know which lane to use for both electronic and manual toll payments. Similar signage will be used near the Tacoma Narrows Bridge.

## Manual Toll Collection

While electronic toll payers will remain in the SR 16 “express toll lanes,” drivers who choose to pay tolls with cash must exit the highway and stop to pay the toll attendant at one of six manual toll booths in the toll plaza.



Here is an example of manual toll booths used in California. These toll booths can accommodate both electronic and manual payment systems, as will Washington’s toll booths.

## WASHINGTON’S HISTORY WITH TOLL COLLECTIONS



Toll collection to financially support public transportation projects is not new to Washington, nor is it unique to the Tacoma Narrows bridges. In fact, 14 bridges in Washington State have been financed with bonds, with toll collections used to reimburse either part or all of the cost. Examples of previous toll bridges include the SR 104 Hood Canal bridges, the SR 520 Evergreen Point Floating Bridge, the I-90 Lacey V. Murrow (Lake Washington) Bridge, the SR 303 Fox Island Bridge, the I-5 Vancouver-Portland Bridge, and others.

Before 1933, Washington was one of only a few states that had never sold bonds to finance transportation projects. With no debt, Washington had financed transportation facilities strictly on a pay-as-you-go basis. However, the state found it increasingly difficult to accumulate enough money through gas tax revenues to finance transportation projects needed to meet the demands of a rapidly growing population and economy.

In 1937, increasing public pressure compelled the Legislature to recognize the need for bridges spanning the Narrows and Lake Washington. Lawmakers passed a law creating the Washington Toll Bridge Authority, and gave it full powers to finance, construct, and operate toll bridges. This promise of a steady and reliable revenue stream, backed by the bonding authority of the State, resulted in financing two very necessary bridges: the Tacoma Narrows Bridge in Tacoma and the Lacey V. Murrow Memorial Bridge in Seattle, both of which opened to traffic in July 1940.

When the 1940 Tacoma Narrows Bridge opened, the traveling public paid a 55-cent toll for a car and driver (and another 15 cents per passenger), averaging \$0.83 per vehicle per direction. The bridge proved to be a quicker and more convenient way to cross the Narrows than the existing ferry. It also proved to be less expensive per trip. At the time, the average ferry fare was \$0.89 per direction.

Galloping Gertie piqued the curiosity of thousands: revenue collected on the first day of operations totaled an astounding \$11,541. Newspaper accounts tell of people making two, three, four, or more trips that opening day just because they could!

In 1950, the replacement Tacoma Narrows Bridge (“Sturdy Gertie”) opened with a \$1.10 round trip toll, which today would equate to \$8.64.